

## MRS. BELMONT NURSE ON AN AMBULANCE

She Is First to Arrive at St. Vincent's With Three Members of the Crew.

WAITER FELL INTO SEA

He Says Wireless Operator Died in a Boat and Was Washed Away.

Mrs. August Belmont was the volunteer nurse in the first ambulance to arrive at St. Vincent's Hospital. This ambulance brought three members of the crew, John Thompson, a fireman; William McIntyre, a trimmer; and Thomas Whitley, a waiter. Mrs. Belmont's legs were broken; McIntyre had several bones broken in his feet, and Whitley also was suffering from fractures of both legs. His arms were burned besides. The second ambulance to reach that hospital brought Mrs. Selma Antliff, a stewardess passenger, and her two children. The woman's husband and three children were drowned.

Mrs. Belmont left the hospital for the pier at 8:30 o'clock in company of Mrs. Thomas Hughes Kelly, Mrs. Lavelle, representing Cardinal Farley, and Mr. McMahon. Mrs. Belmont and Mrs. Kelly helped to attend the stewardess passengers at the pier and then accompanied them to the hospital on the ambulances.

Thomas Whitley, the waiter, said that he was asleep when the crash came. He was on one of the lower decks and toward the stern, and the crash did not awaken him. Another member of the crew shook him a moment later and got him out of his berth. His place was on deck, helping load the life boats. He said he took part in getting six of the boats off. One of these, he said, sank before she was clear of the ship. While he was working at one of the boats, Whitley said, he was struck by something falling from above and was knocked into the sea. He grabbed what he termed a chest and was held on to this until a collapsible raft, already containing thirty or forty men and women, passed him. He clung to the raft, and was washed overboard two or three times by one of the hands of those on board. His legs seemed to him then to be broken and he finally persuaded them on the raft to pull him aboard. A minute later the raft overturned. The men and women on it had locked arms and the crew of a lifeboat helped to hold them up and to right the raft. Then they got back on the raft again and it was washed between two lifeboats.

Long hours before the Carpathia arrived, Whitley said, five of the boats and this one raft were lashed together. Whitley said that he heard talk aboard the Carpathia that if the Californian and the Franconia had made more effort they might have reached the scene in time to be of service.

Phillips, the Marconi operator, Whitley said, was in one of the five boats which were lashed together. The waiter said he did not think Phillips was struck by anything, but that the wireless man suddenly sank down in the boat unconscious. Other passengers who had brandy poured some down his throat and did what they could to revive him, but he appeared to be dead. The body was seen overboard, Whitley said, a little later.

Whitley said that when first got to the deck he saw a great mass of tons of ice on the deck. The first were ordered drawn to prevent an explosion of the boilers. Whitley saw one of the engine room officers lead fifteen volunteers from among the stokers into the hold to draw the ice away from the engine.

At St. Luke's Hospital sent two automobiles to the pier. They brought back two classes of passengers who were listed on the hospital's books as Miss Thelma Nelson, Mrs. Anna Johnson, Mrs. Etta Dean, Miss Florence Thorneycroft, Miss Eliza Johnson, and her children, Harold Johnson, Beatrice and Herbert Dean. All were suffering from exposure. They were taken care of in the new Norris ward of the hospital.

At Volunteer Hospital and by the ambulances and surgeons sent out from there the following were cured for John Thompson, a fireman on the Titanic, who lives at 214 West 107th street. When his arm was broken and three ribs were stove in, he was treated at Volunteer and removed to St. Vincent's. William McIntyre, also a sailor on the Titanic, of 2090 Floating road, Southampton, England, was treated for frozen feet. He is at Volunteer Hospital in a serious condition.

Mrs. Nellie Isaacson was treated by a Volunteer Hospital doctor. Her husband was drowned and she was hysterical. She was taken home by friends. The physician did not learn her name.

Mrs. Lena Rausa of New York, address unknown, went to the boat to meet a friend. The friend never came and the woman collapsed. After treatment she was taken away by friends.

By midnight the cluster of ambulances that blocked the way to the pier began to thin out, and doctors and nurses went back to points as far distant as the Lincoln Hospital in the Bronx and the Brooklyn Hospital on the East River. However, in spite of all the medical aid, there were only the good nature of a physician from the Hudson street House of Relief that found them any shelter as all other ambulance surgeons refused to take in cases of exposure.

At midnight they were rendering first aid to a child who was apparently on the verge of death in the waiting room of the pier.

Mount Sinai Hospital sent two ambulances to the pier and brought back Mrs. Parish of Butte, Mont. Her right foot was crushed and she was suffering from shock. Mrs. Shelly, address unknown, was taken there. She is suffering from exposure and shock.

At St. Vincent's Hospital the two ambulances and five automobiles sent to the pier returned with two patients. They were Mrs. Abbie E. Ball of Scotland, who is suffering from exposure and shock, and Mrs. Jarnon of New York, who is also suffering from exposure and shock. Mrs. Ball was on her way to Jacksonville, Fla., with her husband, Robert J. Backman. He was lost. On account of the condition of the patients the physicians did not attempt to get detailed information from them last night.

The Mission of the Holy Rosary was thrown upon last night to all women who cared to stay there and many among the second class passengers took advantage of the offer. In the second class there were many Irish girls who started alone to join relatives here. There was no way of communicating with relatives or friends here who were to meet these girls, so that many of the girls on arrival were greeted only by strangers.

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## FEAR SHE HIT AN ICEBERG.

Steamer Mountsward With Crew of 35 a Month Overdue.

BALTIMORE, April 18.—That the steamer Mountsward and her crew of thirty-five that left this port on February 20 for Hamburg, and from which no word has been heard since, has met the fate of the Titanic is the belief of officials of the Atlantic Transport Company, the local agents.

The steamer was booked to take the northern route to Germany and the fact that she is now nearly a month overdue has caused all to think that she has struck an iceberg and gone to the bottom.

The Mountsward was loaded with grain and under ordinary circumstances she should have completed her trip to Europe in about a month. Since she passed Cape Henry two days after she cleared from Baltimore no word has been heard of the steamer or her crew.

The Mountsward was a British steamer and had been in service about fifteen years. She was of steel construction and was owned by Lunan & MacCoy. She was 320 feet long, 45 feet beam and 16 feet 2 inches deep.

## TO PROTECT LIFE AT SEA.

Bills With That End in View Reported in Senate and House.

WASHINGTON, April 18.—Bills designed to afford greater protection of life at sea were reported to-day by House and Senate committees. Two bills were reported by the House Committee on Merchant Marine, of which Representative Alexander of Missouri is chairman. One of them restricts amateur wireless operators to operations of wave lengths of 200 meters or less. If this bill becomes a law amateur wireless operators will for all practical purposes be put out of business as far as interference with Government and commercial plants are concerned.

There is a disposition on the part of House leaders to pass a resolution authorizing a joint inquiry into the causes of the wreck of the Titanic. Leaders believe that if the House joined the Senate in probing the affair better results would be obtained. Representative Sulzer of New York, author of a bill to compel ocean liners to carry an adequate supply of life saving apparatus, does not favor a joint inquiry or an independent inquiry by the House.

"This investigation business is only throwing dust in the people's eyes," said Mr. Sulzer. "What we want to do is to make steamship owners criminally liable for failing to properly equip vessels for saving life. Make it a felony and send some of the criminally negligent steamship men to jail and we will have no more big disasters. My bill contains strict penalties to be enforced against masters and owners who permit vessels to go to sea without ample life saving equipment. I shall make every effort to have this bill reported and passed."

A bill to regulate radio-communication was to-day reported by the Senate Committee on Commerce. It prescribes regulations whereby the Government may exercise close supervision and control over wireless telegraphy and those who operate the system. The bill requires the issuance of revocable licenses by the Secretary of Commerce and Labor to all persons and concerns extending radio communication beyond the boundaries of a State. A fine of \$50 is provided for those violating the section relating to licenses. Right of way is given for distress signals.

## TAFT WILL NOT URGE NEW LAW.

No Necessity, Because Congress is Awake to Situation.

WASHINGTON, April 18.—President Taft announced to-day that he would not send a special message to Congress recommending legislation looking to the safety of ocean travel. He said he strongly favored such legislation and would insist upon the enforcement of all laws, but he did not think a special message would be necessary, since he finds that Congress is awake to the situation.

He has been in communication with a large number of Senators and Representatives on this subject and he believes important reforms will be the result. Among these will be regulations requiring all ships to be fully equipped with life-saving apparatus.

The President also is understood to favor the proposition of the Navy Department to get information from the international track master at a northeastern point who shall have absolute authority over the courses taken by transatlantic vessels in the northern waters, and for international government control of radio-communication.

## FEDERAL CONTROL OF THE AIR.

Secretary Meyer Says Titanic Disaster Shows the Necessity of It.

WASHINGTON, April 18.—"We intend to ask Congress for legislation to enable the Government to control the use of the air for wireless messages," said Secretary Meyer of the Navy Department to-day. "The Titanic disaster has shown the necessity of it. When a situation arises that makes it necessary for even the President to get information when he asks for it the necessity of some controls demonstrated beyond doubt."

## CLOSE ON CARPATHIA.

Californian Saw No Bodies and Picked Up No Survivors.

From Marconi Wireless Station. SOUTH WELLSFLEET, Mass., April 18.—We are in communication with Californian, which reports having passed the scene of the Titanic disaster at 8:30 A. M. on Monday after arrival at Los Angeles, which had taken aboard all survivors. Californian has no bodies aboard and did not see any.

## SENATORS CAME TOO LATE TO STOP THE SHIP

Started Out Determined to Nab Ismay and Crew Members of the Titanic.

HAD SUBPOENAS ALL READY

Ismay and Officers to Meet the Committee at Waldorf This Morning.

The sub-committee of the Senate Committee on Commerce arrived at the Pennsylvania station on the Congressional Limited at 9:07 o'clock from Washington. They were met at the station by Deputy Collector H. C. Stewart. The entire party immediately took taxis to the Carpathia pier. Senator William Alden Smith of Michigan headed the party, in which were Senator Francis W. Newlands of Nevada, Sergeant-at-Arm Ramsdell and Deputy Sergeant-at-Arm Cornelius. The last two had subpoenas, which they intended serving upon whatever officers of the Titanic they could find and also upon J. Bruce Ismay, president of the International Mercantile Marine Company and chairman of the White Star board. As soon as Senators Smith and Newlands, the members of the Senate committee, boarded the Carpathia, they went into conference immediately with the officers of the line. At first the line was represented in the conference by Vice-President Franklin. It was explained that Mr. Ismay was ill in his berth. The Senators persisted in seeing Mr. Ismay if his condition warranted it and he was sent for, and later joined the conference. The Senators, Mr. Ismay and Mr. Franklin, were still clustered on board the Carpathia at 11 o'clock.

Mr. Ismay agreed to meet the committee at the Waldorf-Astoria this morning at 10 o'clock, with the four surviving officers of the Titanic, to make a full statement of what they know about the Titanic disaster. The committee was with the White Star officials over an hour, and when they left this statement was issued by Senator Smith, the chairman:

"The interview with Mr. Ismay and Col. Franklin has been very frank and courteous. Mr. Ismay is to appear before the sub-committee to-morrow morning at the Waldorf-Astoria with the four surviving officers of the Titanic for examination. The course the committee decides to take after that will be determined by to-morrow's developments. I find no disposition on the part of the officers of the White Star Line to thwart our purpose, but, on the contrary, a disposition to aid us."

## Mr. Ismay's Statement.

The following statement was made by Mr. Ismay after his talk with the members of the Senate committee:

"In the presence and under the shadow of a catastrophe so overwhelming my feelings are too deep for expressing in words. I can only say that the White Star Line, its officers and employees will do everything humanly possible to alleviate the suffering and sorrows of the survivors and of the relatives and friends of those who have perished.

"The Titanic was the last word in ship-building. Every regulation prescribed by the British Board of Trade had been strictly complied with. The master, officers and crew were the most skillful in the British service.

"I am informed that a committee of the United States Senate has been appointed to investigate the circumstances of the Titanic disaster. I heartily welcome the complete and exhaustive inquiry and any aid that for my associates or our holders or navigators can render is at the service of the public and the Governments of both the United States and Great Britain.

"Under these circumstances I must respectfully defer making any further statement at this time."

WASHINGTON, April 18.—When part of the Senate sub-committee that is to investigate the Titanic disaster left Washington for New York at 4 o'clock this morning, it was accompanied by a large number of reporters to compel J. Bruce Ismay, the surviving officers of the Titanic and members of her crew to testify before the committee early in the day had not contemplated such radical action as the serving of subpoenas on the head of the White Star Line, its officers and employees.

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He had been informed, said Senator Smith, that Ismay and the surviving officers and crew of the Titanic, all of whom are British subjects, planned to transfer to the Carpathia upon their arrival in New York and then immediately to England. This will take them beyond the jurisdiction of the committee. I expect to see J. Bruce Ismay, the managing director of the White Star Line, who is a British subject, and urge him to operate with this Government in getting at the true facts concerning this disaster.

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them with subpoenas for Mr. Ismay and other members of the Titanic. Senator Smith and Senator Newlands of Nevada were the only members of the sub-committee who were able to catch the 4 o'clock train for New York. The rest of the committee had to wait for a later train and it is expected that other members of the committee will go to New York to-morrow. The only members of the sub-committee who had the power to compel British subjects to appear before it, provided the subpoenas were served upon Mr. Ismay and the surviving officers of the Titanic, were Perkins of California, Burton of Ohio, Simmons of North Carolina and Fletcher of Florida.

Just before Senator Smith and Senator Newlands left Washington they sent a telegram to the White Star office urging those in charge to have Mr. Ismay and the Titanic's officers appear before the committee without the necessity of subpoenas. When the committee left Washington they had expected that the Carpathia would not reach her pier before 11 o'clock to-night.

Before their departure Chairman Smith and other members of the United States Senate consulted Attorney-General Wickard, who said that the committee had the power to compel British subjects to appear before it, provided the subpoenas were served upon Mr. Ismay and the surviving officers of the Titanic. The members of the committee had no very clear idea of just what information they expected to get from Mr. Ismay, but they expected that he ought to be questioned. "The passengers," said Senator Smith, "will of course describe the horrors of that awful night, but the sub-committee is particularly anxious to get the facts of the collision from the surviving officers and crew. They should be able to tell more about the reason for the great loss of life. Managing Director Ismay himself should be familiar with many of these details and we regard his testimony as highly important."

The committee took official stenographers with them and probably will hold hearings for several days in New York city.

## Anger Over Carpathia's Action.

For a time to-day there was evidence of great indignation in high official circles against the White Star Line, and particularly against Mr. Ismay. The impression seemed to prevail among these officials that Mr. Ismay was blockading efforts on the part of the Government to get the Titanic disaster under control. The feeling seemed to be based largely on a wireless dispatch from Commander L. J. Chandler, commanding the Carpathia, who reported that the Carpathia would seldom even acknowledge receipt of messages and made no answer to them. Even strong messages of inquiry from President Taft had been ignored. Reporting his absolute failure to get the desired information from Commander Chandler, announced that the Carpathia was returning to England. Navy officials contended that the action of the Carpathia in refusing to reply to President Taft's message was unprecedented. The officials were inclined to attribute this attitude to Mr. Ismay's presence on the Carpathia. While it was acknowledged that the situation might eventually be explained satisfactorily, it was undoubtedly created an unkind feeling in official circles toward the managing director of the White Star Line. This feeling was increased by a report that Mr. Ismay was preparing to be transferred to the Cedric and return immediately to England.

It was reported unofficially that the Navy Department refused to permit to transmit a message from the White Star office in New York to Mr. Ismay aboard the Carpathia. The message was represented as confidential, personal and highly important.

## ENGLAND TO INVESTIGATE.

Board of Trade Head Makes Promise to House of Commons.

LONDON, April 18.—Immediate and searching inquiry into the Titanic disaster was promised on the floor of the House of Commons to-day by President Sidney Buxton of the Board of Trade, who declared that the Board would investigate the disaster as soon as possible. He also said he would institute an investigation of the false wireless reports which had been published.

"I am making inquiries as to whether the wireless messages from ships holding my license for wireless telegraphy," he said, "on which the reports were represented to be founded were in fact sent from those ships."

Buxton, in discussing the utterly inadequate life saving equipment of the board in charge of life saving precautions had recently recommended increased life boats, rafts, and life preservers on all big ships, but that the requirements had been found unsatisfactory and had not been put in force. He frankly admitted the necessity for increased equipment.

The board, he said, was utterly unable to compel the transatlantic vessels to reduce their speed in the contest for "express train" ships. He also said the board could not force ships to speedily pass the southern passage in the spring to a cold sea.

The regulations under which the Titanic carried lifeboat accommodations for but about one-third of her passengers and crew had not been revised by the committee since 1884. At that time the regulations were made for ships of "10,000 tons or more." The Titanic's tonnage was 45,000.

Mr. Buxton made a further statement in response to the criticism of Horatio W. Bottomley, who contended the Board of Trade was seriously to be censured for allowing obsolete rules to stand. Recurring to his earlier statement, Mr. Buxton explained the delay was due to the fact that advisers had been experimenting in regard to the lifeboat carrying capacity of ships and allied matters. He said the board was very anxious to act with certainty and knowledge and in the right way and did not wish to shirk its responsibility.

He expressed the hope the House would rest satisfied with the assurances which he had given.

Bonar Law, the leader of the Opposition in the House, on behalf of the Opposition said he accepted Mr. Buxton's statements and added that precautions making impossible a recurrence of a disaster like the Titanic ought to be adopted.

Mr. Buxton then said he had been in communication with the White Star officials, who assured him, as far as they were concerned, that every item of information in regard to the sinking of the Titanic had been published. It was apparent, he said, that the Carpathia, owing to the atmospheric conditions, the White Star had said, that the radiographs had not been working properly.

In spite of Mr. Buxton's statement the newspapers are indignant particularly over the first story that all on board the Titanic were safe and that the ship was being towed to port. There is a feeling here that that report and others of like nature were circulated for the purpose of effecting the marine insurance.

Most of the newspapers comment severely on the false aerograms. The Government is making an investigation in order to determine whether any of the licensed wireless operators was responsible for disseminating the false news.

# TITANIC Disaster

## SPECIAL SUPPLEMENT

# HARPER'S WEEKLY

## OUT TO-DAY

10 Cents All News Stands

They breed some real men up in the Northwest, and John Fenton was a big man even in the country.

When Alice Delamere, the successful young novelist, came to Rothney, Fenton was making his town great fight to free the town from lawlessness and graft. It was the meeting of two great natures—she a dainty, feminine creature of exceptional mentality, whose first novel had been the best selling book in years; he a polished yet rugged Westerner of a strong, dominant personality.

The story of their love and the events which finally brought them together is told in a big, fine way. And all through the book is the spirit of the great Northwest—the spirit that produces real men and women.

## The Hero and the Man

By L. CURRY MORTON

AT ALL BOOKSELLERS

assuring news came in. He gave it as his opinion, however, that the false in regard to the Titanic was due to the amateur wireless operators.

The editorials in the morning papers show varying degrees of vehemence in their attack on the Board of Trade in view of Mr. Buxton's statement. They declare the board has fallen behind the times and that the country will want to know why.

The editorials contend that the loss of life could and would have been prevented if the Titanic had not been audaciously and deliberately under-estimated, though a strictly complying with the requirements of the Board of Trade.

## MESSAGES OF CONDOLENCE.

From President Fallieres of France and the Duke of Connaught.

WASHINGTON, April 18.—Messages of condolence on account of the Titanic disaster reached the White House to-day from President Fallieres of France and the Duke of Connaught. President Fallieres's message follows:

With profound affliction I have heard of the Titanic's awful catastrophe, which brings mourning to so many American families, and I have at heart to extend to you my most sincere condolences. I wish to tell you Excellency how much I share in your grief about the fate of your aid and friend, Major Butt.

## A FALLIERES.

President Taft replied as follows: I thank your Excellency for your touching words of sympathy in this dreadful calamity, which has struck grief to the hearts of so many. I am grateful for your reference to my friend, Major Butt, a soldier that he was, with reserve only possible for part of the company. I know he felt his place to be on the ship as he went down.

## THE DUKE OF CONNAUGHT'S MESSAGE.

OTTAWA, Ont., April 18.—I have delayed telegraphing to you the long and short of this tragedy, but I have not the heart to tell you there is now no hope. Accept the expression of my deepest sympathy of this sorrowful officer's tragic end, and the loss to yourself of a devoted member of your staff. I also take this opportunity of assuring you of my heartfelt sympathy with the United States in the loss of so many of its citizens through the awful catastrophe of the sinking of the Titanic.

## The President's reply follows:

I thank you sincerely for your message of sympathy with our country in the great loss it has sustained through the terrible disaster of the sinking of the Titanic. I also appreciate very deeply the tribute you pay to Major Butt. When I heard that only part of the ship's company was rescued, I knew he went down with the ship. He was a soldier.

## Mrs. William K. Draper of 121 East

Thirty-sixth street received a wireless message yesterday afternoon that her aunt, Mrs. Robert C. Cornell, wife of the Titanic, was safe on the Carpathia. The message was signed by Mrs. Cornell and said: "Safe and all well. With kindest regards to you and Mr. Brown. Mrs. R. D. Appleton. The message was understood to include the three."

The Wall Street edition of THE EVENING SUN contains all the financial news and the stock and bond quotations in the close of the market. The closing quotations, including the "bid and asked" prices, with additional news matter, are contained also in the night and final editions of THE EVENING SUN.

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